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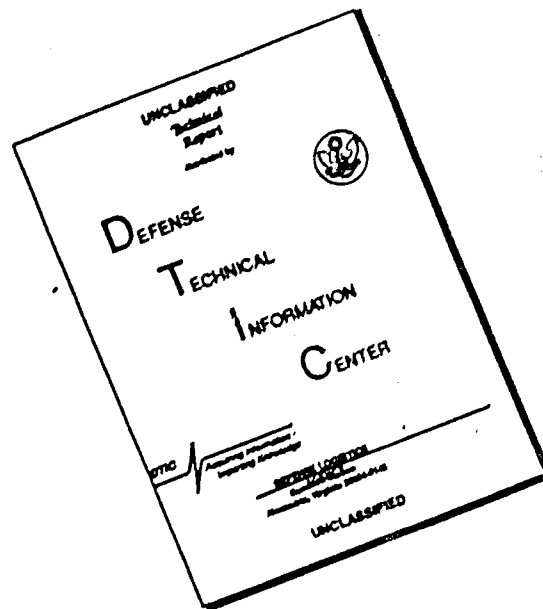
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DEPARTMENT OF THE ARMY
OFFICE OF THE ADJUTANT GENERAL
WASHINGTON, D.C. 20310

IN REPLY REFER TO

AGDA (M) (C) (U) FOR OT UT 702131

10 November 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223d
Aviation Battalion, Period Ending 30 April 1970 (U)

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Kenneth G. Wickham

KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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KENNETH G. WICKHAM
Major General, USA
The Adjutant General

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DEPARTMENT OF THE ARMY
223d AVIATION BATTALION (COMBAT)
A. San Francisco 96238

AVBASE-1E

13 May 1970

SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 30 April 1970

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1. Section 1, Operations: Significant Activities.

a. (U) General. This report covers the period 1 February 1970 through 30 April 1970, and is submitted in accordance with AR 525-15 and USAFV Regulation 1-6-1. The report includes the Headquarters and Headquarters Company, 223d Aviation Battalion (Combat), 18th Aviation Company (Utility Airplane), 183d Medical Detachment, 183d Aviation Company (Utility Airplane), 185th Aviation Company (Utility Airplane), 203d Aviation Company (Utility Airplane), 219th Aviation Company (Utility Airplane), and the 225th Aviation Company (Surveillance Airplane).

b. (C) Personnel.

(1) Infusion Program. During the reported period there have not been any significant problems that were not being experienced throughout USARV as a result of the withdrawal of troops. In order for this battalion to maintain as near a balance of strengths possible within the units, it was necessary to make internal reassignments. The new policy restricting second extensions will most likely cause problems for a period, however when replacements catch up with requisitions and manning levels, the infusion program should improve. This new policy will, however, limit this unit's capability of controlling its own infusion program and will depend mostly on outside assistance.

(2) Replacements.

(a) Enlisted replacements were received in satisfactory numbers during this period, (FM assigned: Feb 57; Mar 62; Apr 107). The quality of junior enlisted replacements remains lacking. MOS producing schools continue to graduate individuals on the basis of time spent in school rather than proficiency. Extensive OJT is required to train individuals, more noticeable lately in the administrative type MOS's. Shortages currently exist in the following areas: MOS 17L4F (Auth 9, Asg 2), 63F20 (Auth 6, Asg 1), 67A10 (Auth 37, Asg 9), and 67C20 (Auth 45, Asg 40). During this quarter 226 enlisted replacements were received leaving the battalion at 97% of its enlisted strength at the end of the quarter, an increase of 4% since the previous quarter.

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(b) The quality of officer replacements has been satisfactory, however, 83% of the aviator replacements arrived directly out of flight school. Shortage of commissioned officers becomes more critical each quarter. A total of 18 commissioned officers and 6 warrant officers were received during this quarter leaving the battalion with 64% of its authorized commissioned strength of 191 and 90% of its authorized warrant strength of 57, or an overall officer percentage of 73%. During this period the assigned strength of commissioned officers dropped 6%, warrant officers 5% for a combined officer strength drop of 5.5%.

(3) Reenlistment. During this reporting period the battalion reenlistment team conducted 15 visits to outlying companies. The results were 3 reenlistments of career soldiers and 3 first term reenlistments. This represents 60% of the eligible first term soldiers and 100% reenlistment of career soldiers.

(4) Current status of the 223d Aviation Battalion (Combat) is attached as Inclosure #1.

(5) The significant personnel changes within the command and staff during the last quarter are as follows:

(a) LTC William M. Jenkins, Jr., IN, 244-40-9629, assumed command of the 223d Aviation Battalion (Combat) on 27 February 1970, vice LTC Robert F. McGuffin, IN, 264-30-9687.

(b) MAJ Arlie Deaton, IN, 260-62-5262, assumed duties as Battalion Executive Officer on 26 February 1970, vice MAJ Kennis F. Snyder, AR, 234-60-3901.

(c) MAJ Don L. Hayes, AR, 448-34-0065, assumed duties as Battalion Executive Officer on 16 April 1970, vice MAJ Arlie Deaton, IN, 260-62-5262.

(d) CPT Richard L. Baker, FA, 459-56-7705, assumed duties as Battalion S-1/Adjutant on 16 April 1970, vice MAJ Don L. Hayes, AR, 448-34-0065.

(e) CPT Lendon P. Willman, FA, 536-38-2394, assumed duties as Battalion S-3 on 26 February 1970, vice MAJ Arlie Deaton, IN, 260-62-5262.

(f) CPT Paul A. Piper, IN, 522-50-1769, assumed duties as Battalion Aviation Safety Officer on 3 February 1970, vice CPT George R. Black, FA, 259-68-5898.

(g) CSM Gordon L. Saunders, 218-12-3145, assumed duties as Battalion Command Sergeant Major on 12 March 1970, vice CSM Fletcher E. Thomas, 431-24-9979.

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(h) CPT Carl J. Saggio, MC, 398-40-4390, assumed command of the 163d Medical Detachment on 14 February 1970.

(i) MAJ Kennis F. Snyder, AR, 234-60-3901, assumed command of the 185th Aviation Company (Utility Airplane) on 3 March 1970, vice MAJ Manuel R. Carrero, IN, 093-22-1951.

(j) MAJ Arlie Perton, IN, 260-62-5262, assumed command of the 219th Aviation Company (Utility Airplane) on 16 April 1970, vice MAJ David C. Neumann, I., 397-18-6545.

(k) MAJ Richard C. Axtell, SC, 425-58-3374, assumed command of the 225th Aviation Company (Surveillance Airplane) on 24 March 1970, vice MAJ William C. Page, Jr., FA, 429-68-6113.

(6) Casualties: The battalion casualties for the period were one killed and five wounded. (See Inclosure #2).

(7) Awards: A breakdown of unit awards appears in Inclosure #2.

c. (C) Intelligence:

(1) Enemy Situation: During the period 1 February - 30 April, estimated enemy strength has fluctuated less than 3500. The estimated strength on 1 February 1970 was reported to be 55,894 in the II Corps Tactical Zone. It has since decreased to 52,436 (estimated) as of 18 April 1970. Enemy strongholds continue to be in Kontum, Binh Dinh, and Binh Thuan Provinces, with lesser strongholds in Pleiku, Darlac and Quang Duc Provinces. The latter three provinces can and do draw upon the VC/NVA sanctuary in Cambodia for attacks on allied and US Installations, returning to the relatively safe haven in Cambodia.

(2) Ground Attacks: Attacks upon U.S. Installations have shown a slightly upward trend. Most attacks have been standoff attacks, utilizing indirect fire weapons such as the B-40, 107MM, and 122MM Rockets, as well as the 82MM Mortar. The sapper is still being successfully used against U.S. Military Installations, however, his successes are on the decline. During the reported period there were 48 instances where U.S. Installations, with 223d Aviation Battalion Aircraft in residence, were hit. No damage was noted on 223d Aircraft, however, five 223d Aviation Battalion personnel were wounded in action on 31 March 1970. Periods of high enemy initiated activity were 1-3 February, 8-11 February, and 27 March through 10 April. The closeout of this reporting period marks the closeout of Phase I of the VC/NVA summer campaign, and the beginning of Phase II of III Phases. A higher level of activity is expected.

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(3) Air Activity: Units of the 223d Aviation Battalion reported 69 shot-at incidents during this reporting period. The battalion lost 0 O-1's as a result of enemy action. The following is a breakdown by unit:

<u>UNIT</u>	<u>SHOT-AT*</u>	<u>HIT</u>	<u>DESTROYED</u>	<u>TOTAL JSIDR'S</u>
18th Avn Co (UA)	0	1	0	1
183d Avn Co (UA)	2	6	0	8
185th Avn Co (UA)	25	7	0	32
203d Avn Co (UA)	10	8	0	18
219th Avn Co (UA)	18	8	0	26
225th Avn Co (SA)	14	1	0	15
TOTAL	<u>69</u>	<u>31</u>	<u>0</u>	<u>100</u>

* Shot-at reports are not inclusive of hit and destroyed reports.

(4) Collection Plan:

(a) The four O-1 companies of the 223d Aviation Battalion flew 5,632 visual reconnaissance missions and reported 1,842 significant sightings. The 225th Aviation Company (Surveillance Airplane) flew 161 SLAR missions, with 382 targets, 394 IR missions feeding back 4,540 sensings, and 158 visual/photo missions netting 572 targets.

(b) There was one intelligence collection requirement levied upon the 223d Aviation Battalion, however, due to the nature of this unit's mission, there was no feedback to higher headquarters. A daily intelligence summary is continuing to be passed to higher headquarters, to include: VR sightings, hostile air activity, installation hits and other information gleaned from local intelligence sources. (M.I.C.V Adv TM 42; ROK intelligence; MILO; Air Force OSI and 173d Airborne Intsum)

(5) Administrative Intelligence Activities:

(a) Security Clearances: Between 1 February 1970 and 30 April 1970, there have been granted 14 SECRET clearances, 36 CONFIDENTIAL clearances, and 1 Interim TOP SECRET clearance. Fourteen TOP SECRET clearances and 94 SECRET clearances were validated. Currently there are 17 USAIR verification checks pending.

(b) War Trophies: NONE

(c) Disaidence Report: NONE

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(d) Survival, Escape, and Evasion:

1 All aviators assigned to the 223d Aviation Battalion received a thorough briefing on Survival, Escape, and Evasion as part of their unit inprocessing orientation. Emphasis was placed on the survival, escape and evasion equipment available and the proper procedures for employment of the equipment in order to provide for an efficient, effective recovery of downed aircrew personnel. From 26 April 1970 to 28 April 1970 an instructor team from the Air Force PACAF Jungle Survival Course presented a special program on survival to all units of the 223d Aviation Battalion. The course was very effective and brought out updated techniques and methods for Escape and Evasion action.

2 Many newly assigned aviators have attended one of the four available survival, escape and evasion courses while enroute to the Republic of Vietnam. Available schools for enroute and assigned personnel are:

- a PACAF Jungle Survival School (PJSS), Clark AFB, Phillipines.
- b PACAF Life Support School (PLSS), Kadena AFB, Okinawa.
- c FAETUP Jungle Environmental Survival School (JEST), Cubic Point NAS, Phillipines.

3 At the present time, the battalion has 13 survival, escape, and evasion school trained personnel assigned throughout its units. During this reporting period quotas were received allowing three crewmembers from each unit of this battalion to attend the PLSS course in Okinawa. No quotas for other schools were received.

d. (C) Operations.

(1) The 223d Aviation Battalion (Combat) continued to provide fixed wing aviation support to the U.S. and Free World Forces located primarily in the II Corps Tactical Zone, Republic of Vietnam. This support was rendered utilizing the assets of one U-1A company, four O-1 companies, and one OV-1 company. The battalion flew a total of 24,703.4 hours of combat support with an average availability rate of 84.5% during this reporting period. Both normal and special operations were supported by units of the battalion. Large scale coverage was given to the besieged troops at Dak Seang and Dak Pek as well as beginning efforts of the Cambodian entry mission. Remaining support was largely given to units operating in search of enemy supply caches, infiltration routes, anti-aircraft, mortar and rocket firing positions.

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(2) Due to the changing status of the offensive and defensive aspects of this conflict, mission allocations and requirements have been constantly fluctuating to the necessary areas of operation. Units of this battalion have adjusted and tailored their operations in a precision manner, yielding full combat coverage to their supported units.

(3) 18th Aviation Company (Utility Airplane): The 18th Aviation Company continued to fulfill its ten allocated mission requirements throughout all Corps areas of the Republic of Vietnam. The first platoon at Nha Trang flew five aircraft daily to support 5th Special Forces Group, JUSPAO, 17th Aviation Group and IFFV. The first flight section of the second platoon at Holloway Army Airfield in Pleiku flew two aircraft daily to support II Corps headquarters and "B" Company, 5th Special Forces Group. The second flight section, second platoon, located at Marble Mountain, Da Nang, flew three aircraft daily in support of III MAF. Assigned aircraft flew a total of 2,371.4 hours during this reporting period with an average aircraft availability rate of 72%.

(4) 183d Aviation Company (Utility Airplane): The 183d Aviation Company continued to support ground forces in the Southeast sections of the II Corps Tactical Zone. Supported units remained the same with the exception that coverage for "C" Company Rangers, 75th Infantry (Airborne) terminated on 8 March 1970 when they moved to operations based in Pleiku. Supporting Task Force South and Binh Thuan Province from Nha Trang, Provisional Artillery from Dong Ba Thin, and Tuyen Duc Province and "C", 75th Rangers from Dalat (initially) they continued an active full coverage of their supported units with an accident free record for this period. On 24 April 1970, Section One, Third Platoon moved from Dalat to Phan Rang and continued coverage of Tuyen Duc Province. During this reporting period the 183d flew 4,819 combat and combat support hours with an average aircraft availability rate of 89%.

(5) 185th Aviation Company (Utility Airplane): The 185th Aviation Company provided support for Darlac, Phu Bon, Quang Duc and Lam Dong Provinces. In addition, Pterodactyls supported Command and Control South with classified missions using aircraft operating out of Ban Me Thout. Despite marginal visual flying conditions due to smoke and dust throughout this reporting period, the 185th conducted intensive visual reconnaissance missions within their area of operations. While overt enemy activity made a sharp decline from the previous reporting period, Pterodactyl aviators continued to seek out and destroy enemy structures and troop concentrations on a daily basis. Pterodactyl aviators reported a total of thirty-two (32) significant shot-at reports and received credit for ninety-three (93) enemy soldiers killed. The 185th Aviation Company was also responsible for the destruction of one hundred and three (103)

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enemy structures and for damaging forty-seven (47) others. During this reporting period the Pterodactyls flew 5,090 combat support hours while maintaining an aircraft availability average of 92.6%

(6) 203d Aviation Company (Utility Airplane): The 203d Aviation Company provided support to the 173d Airborne Brigade from the first section, second platoon, LZ English, 1st and 2nd Brigades of the 4th Infantry Division from the second section, second platoon at An Khe, 6/32 Artillery and Phu Yen Province plus elements of the 173d Airborne Brigade from the third platoon at Phu Hiep, and Binh Dinh Province from the first platoon at Qui Nhon. From LZ English, the Hawkeyes continued their support of "Washington Green" operations, wherein aerial reconnaissance for the 173d Airborne Brigade yielded containment of the 3rd NVA Division who were attempting to disrupt the pacification program in the region. From Qui Nhon, direct support of the Regional and Popular Forces continued to maintain security of the rich agricultural coastal plains of Binh Dinh Province. From An Khe, the Hawkeyes supported operations: "Wayne Stab", "Putnam Shark", "Green Deuce", "Park Silver", "Eichelberger Black", "Dear Heart White", "Wayne Wind", and "Bared Silver". In addition, O-1G's were tested in a ground sensor role and were found to be unsuitable for this task. The Hawkeyes at Phu Hiep supported "Task Force Falcon", conducted by elements of the 173d Airborne Brigade and provided valuable coverage to the Regional and Popular Forces of the area. The 203d Aviation Company flew a total of 4,671 combat hours during this reporting period and maintained an average aircraft availability of 96.5%

(7) 219th Aviation Company (Utility Airplane): The 219th Aviation Company continued its air support for MACV Advisory Team 36 Pleiku, MACV Advisory Team 41 Kontum, 5th Special Forces Group in support of special projects CCC and CCS (Command and Control Central, and Command and Control South), 52nd Artillery Group in Pleiku and Kontum Provinces, Company C (Rangers) 75th Infantry, and the 4th Infantry Division. During this quarter the 219th Aviation Company supported two (2) large scale operations. Those operations are referred to as the April siege of Dak Seang and the April siege of Dak Pek. The battle for Dak Seang, YB 894416, started on 1 April 1970 and continues as of this date. This operation is being supported by elements of the 5th Special Forces Group, 24th ARVN Tactical Zone, and 52nd Artillery Group. The operation in Dak Seang TAO is now called Operation Tat Thang. The second large scale operation centers around the Special Forces base camp at Dak Pek, YB 952682. Initial contact was started on 12 April 1970 and continues as of the present time. This operation is known as the April siege of Dak Pek. Both of these operations are centered in the Dak Poko River Valley which is located in the West Northwest area of Kontum Province and also situated approximately fifteen (15) kilometers east of the Laos Border. The 219th

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Aviation Company also flew in support of numerous small scale operations involving Regional Forces, Popular Forces, RFPF, elements of MACV Advisory Team 36 Pleiku and MACV Advisory Team 41 Kontum. Headhunters also supported company C (Rangers) 75th Infantry who conducted two small scale operations in the Plei Me and Plei Mrong areas of Pleiku Province. For a quarterly total the 219th Aviation Company compiled a total of 4,320 flying hours and while maintaining an aircraft availability rate of 74%.

(8) 225th Aviation Company (Surveillance Airplane): During the reporting period 1 February 1970 through 30 April 1970, the 225th Aviation Company continued to provide Infrared, SLAR, Visual, and day and night photographic surveillance to the II Corps Tactical Zone. Free World Forces supported during this time frame were: 4th Infantry Division, 173d Airborne Brigade, II ARVN Corps, Task Force South, Republic of Korea 9th and 10th Divisions, 24th Special Tactical Zone, "B" Company, 5th Special Forces Group, 7th Squadron 17th Cavalry, 23d ARVN Division, Quang Duc Province, Phu Yen Province, MACV, and IFFV. On 2 March 1970 the 225th Aviation Company moved an Infrared Ground Data Terminal (AN/TAQ-1) from Dragon Mountain to Hong Kong Mountain at An Khe. The move was effected to continue support of the 4th Infantry Division in their new area of operations. The ground station personnel work directly with the 4th Division's G-2 Air and Imagery Interpretation Section at An Khe. On 17 March 1970, the 225th received an Annual General Inspection. The 225th's overall inspection rating was excellent. The 225th's Classified Document files and register received a rating of outstanding. On 21 March 1970, the 225th moved a SLAR Ground Data Terminal (AN/TKQ-2) from Dragon Mountain to the MACV compound near Pleiku Air Force Base. The move was effected to continue support of the IFFV SLAR border surveillance mission. The SLAR ground data terminal works via hot line with II Corps G-2 Air and II DASC at the MACV compound. During March the 225th received a request to provide SLAR Surveillance of the river and road in the Tuy Hoa basin. Due to the small target area, the 225th's SLAR repair section conducted an experiment with the SLAR system to determine if a larger scale imagery could be attained. The results of the experiment were successful, and the 225th now has the capability of a 12.5 kilometer range on the SLAR system, producing an image scale of 1:250,000, which provides more accurate target plotting than previously possible. Beginning 2 April 1970, the 225th has been launching three aircraft daily in support of the 24th Special Tactical Zone Commander, G-2 Air IFFV, and 7th Squadron 17th Cavalry in the Dak Soang, Dak Pok, and Ben Het areas. Most of the targets requested to date in these areas have been priority I and II. The 225th is credited with discovering enemy staging and camping areas, defensive positions, way stations, and anti-aircraft positions. B-52 strikes, Tactical Air, and artillery have been employed on targets acquired by the 225th's Infrared, Photo, SLAR, and visual operations in

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these areas. While providing extra aircraft in support of the 24th Special Tactical Zone, the 225th continued to fulfill its commitments to all other supported units in the II Corps Tactical Zone. A total of 3,432 hours of flying were accomplished in support of this mission with a resulting aircraft availability of 83%.

e. (U) Training.

(1) All quarterly training requirements were met by the units of this battalion. Areas of special emphasis have been: Escape and Evasion, Care and Maintenance of newly issued M-16 rifles, Guard responsibilities (to include proper handling of M18A1 Claymore mines and use of the signal illumination flare), classified training on KY-28 "Scrambler" communications transceiver assist and individual awareness of personal responsibility in the accident reduction program.

(2) Aviator Safety classes were conducted monthly in all subordinate units and a bimonthly safety meeting was held at battalion level. The quarterly standardization meeting was held in Qui Nhon in March.

(3) During this reporting period the battalion training program underwent new changes in training procedures as a result of 1st Aviation Brigade Supplement 1 to AR 95-1. Due to improvements and innovations in briefing and training newly arrived personnel, a special instructional program is to be implemented at Battalion level on a semi-monthly basis.

(4) A Field Team from the PACAF Jungle Survival School, Clark Air Force Base, Philippines brought extensive training on new and updated survival techniques to all personnel in the 223d Aviation Battalion who had a "need to know" responsibility. The training will be a valuable asset to all personnel, especially because it is completely oriented to environmental conditions experienced in Southeast Asia.

(5) During this reporting period two aviators were transitioned into the U-1A by the 18th Aviation Company.

f. (U) Logistics.

(1) Continued assistance visits to platoon and section levels of this command, by members of the battalion S-4 team has been of benefit to both companies and platoon/sections. The S-4 section has been made aware of new logistical problems and can now initiate the necessary actions to alleviate problems at all levels of this command. Accountability for equipment and supplies is a command responsibility. Property Book Officers and hand receipt holders should be relieved, and replace-

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ments appointed approximately thirty (30) days prior to scheduled DEROS due to early returns to COMUS, especially among EM. Informal inventories should be conducted within platoons, sections, etc., at least every thirty (30) days by the hand receipt holders to insure proper accountability and safeguarding of government equipment and supplies against loss, theft, pilferage and to insure proper care and maintenance. Movement of personnel within the units is fast due to the short tour being served, therefore, the importance of accountability and responsibility should be emphasized constantly.

(2) Vehicle Maintenance

(a) Due to the recent publication of the revised TM 38-750, December 1969, various forms covered by this publication have required changing. The new records system is now known as TAMMS (The Army Maintenance Management System).

(b) PLL clerks have been given detailed guidance in order to update their PLL's. Instruction on ways to properly maintain supporting documents and conduct proper inventories were stressed. In addition, appropriate personnel were closely reviewed on pertinent regulations, AR 735-35 and 1st Aviation Brigade 735-35.

(3) Aircraft Maintenance

(a) It has been learned, when dealing with POL quality control, that throughout this battalion each company, platoon, and/or section must double check to insure that all precautionary and safety requirements by support personnel are complied with. It has been found that on some occasions proper quality control was not ensured by LSA (Logistic Support Agency) and Air Force personnel who maintain many of the refueling facilities at 223d Aviation Battalion locations.

(b) It has been found that in many cases, on EDP parts, releases from AMMC have not reached the proper depot or DSU in the most expeditious manner. Furthermore it has been found that many times DSU channels are ineffective in tracking down lost or delayed EDP parts, in less than three or four days. It is felt that each battalion should be able to call directly to AMMC and have, for instance, one or two walk throughs per week so that the AMT can assure itself that EDP orders are being filled properly.

(c) It has been learned that in "fixed wing only" battalions, like the 223d (with a very limited lift capability), EDP engine replacement

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proposes a serious problem, due to the fact that transporting the needed component to the unit is left up to the DSU, which has only limited lift capability. To decrease down time and increase availability it is felt that a QCA (Quick change assembly) be authorized within units that are not co-located with DSU's.

g. (U) Organization. Organizational chart and station listings appear as Inclosure #3.

h. (U) Chaplain.

(1) The 223d Aviation Battalion (Combat) Chaplain has conducted a total of 25 Sunday Protestant religious services with the total attendance of 457 soldiers.

(2) The Battalion Chaplain has supervised 38 denominational Sunday and weekday services with laymen leading.

(3) During this period the chaplain has made 67 visits to troops located at An Khe, Ban Me Thout, Bao Lac, Cheo Reo, Dalat, Da Nang, Dong Ba Thin, Gia Nghia, Kontum Nha Trang, Phan Rang, Phan Thiet, Phu Hiep and Pleiku.

(4) Sunday services are held weekly at the 223d Aviation Battalion (Combat) Headquarters and Lane Army Heliport.

(5) During this period the Battalion Chaplain attended the Religious Day of Recollection for the 12 chaplains in the Qui Nhon area three times.

(6) The Battalion's offerings, totaling \$229.70, were designated for local charities as determined by the Qui Nhon Area Consolidated Chaplain's Fund Council.

(7) The 1st Aviation Brigade's Chaplains' Conference was held at Nha Trang and hosted by the 17th Aviation Group 7-8 April 1970. The 223d Aviation Battalion Chaplain attended.

(8) The Battalion Chaplain is a member of the Qui Nhon Area Consolidated Chaplain's Fund Council.

i. (U) Aviation Safety. This quarter closed with three major accidents. Precautionary landings and forced landings decreased from last quarter. During this reporting period there were eleven precautionary landings and one forced landing. Three incidents were reported for

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(Combat), Period Ending 30 April 1970

the quarter. The following chart shows the breakdown of accidents for each:

UNIT	ACCIDENTS	RATE PER QUARTER
HHC, 223d Avn Bn (Ft)		0
18th Avn Co (UA)		35.7
183d Avn Co (UA)		8.1
185th Avn Co (UA)		12.1
203d Avn Co (UA)		12.7
219th Avn Co (UA)		5.1
225th Avn Co (SA)		0
TOTAL		11.7

4. (3) Civil Affairs.

(1) HHC, 223d Aviation Battalion continued its active civil affairs program by maintaining maximum employment of refugee Free World allies, providing jobs on a daily hire basis and providing mail services to needy people whenever possible.

(2) The 18th Aviation Company continued its support of the Sa Tin Orphanage. During the month of February, members of the unit brought gifts of clothing, toys and other items which would benefit the children there.

(3) The 183d Aviation Company continued actively to the Civic Action cause in Long Sa Thin during the month of February when they were instrumental in the presentation of VN \$17,700 toward civic action projects. An outdoor social event for the families of the local nationals employed by the unit was held and dinner and refreshments were served.

(4) The 185th Aviation Company continued their active civic action program during this reporting period. Monetary contributions and material assistance to the local leprosy patients was one of the most significant of the Pterodactyls' many civic action projects during this quarter. Steps were also taken to provide educational assistance in the form of scholarships to local students. These will be awarded on merit basis through the local Community Relations Board and the Ban Me Thut Board of Education.

(5) The 203d Aviation Company continued its support of local nationals by providing jobs for needy people as follows:

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(Combat), Period Ending 30 April 1970

(6) 219th Aviation Company: NONE

(7) The 225th Aviation Company had no change in civic actions support. They made their services available to the local town structure whenever necessary.

k. (C) Signal.

(1) ZYR Program: The 2 O-1 aircraft mentioned on ORLL dated 9 February 1970 are no longer part of this battalion's inventory. There remains only one aircraft requiring ZYR modifications, a U-1A, tail number 59-2219.

(2) ZYS Program: All O-1 aircraft of this battalion have the ZYS modification. Nestor wiring is complete on all OV-1 aircraft except two; tail numbers 59-2615 and 60-3741. None of the OV-1 aircraft have mounts, control heads or discriminators. The U-6 aircraft nor the U-1 aircraft have Nestor wiring.

(3) HF Radio Teletype System: Three companies of the 223d Aviation Battalion remain operational in the HF Radio Teletype System. The Battalion Headquarters and the 219th Aviation Company are not fully operational due to equipment evacuated to higher echelon. One problem area affecting teletype operations is the lack of cleaning, lubrication and alignment capability for teletype equipment. A check with the 5th Maintenance Battalion indicates that they have not the capability of giving the teletype machines a total bath. If a teletype repairman was assigned, this could be done within this unit, with less teletypewriters evacuated; outage time reduced to zero on the point to point teletype circuit, and far more legible message output could be realized.

1. (U) Public Information.

(1) The 223d Aviation Battalion Information Office continued its mission of supplying material to all subordinate units for use in their information programs and publishing the battalion monthly newspaper, "The Griffin Gab".

(2) Support from units in the Hometown News Release Center for this period increased about 70 percent over the last quarter. This quarter's figures are as follows:

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(Combat), Period Ending 30 April 1970

UNIT	FEB	MAR	APR	TOTAL
HHC, 223d Avn Bn (Cbt)	5	11	6	22
18th Avn Co (UA)	7	7	8	22
183d Avn Co (UA)	8	1	7	34
185th Avn Co (UA)	35	8	75	113
203d Avn Co (UA)	7	0	17	30
219th Avn Co (UA)	16	0	10	26
225th Avn Co (UA)	19	1	25	45
TOTAL	77	162	161	332

(3) During this period, 51 news releases were processed through the 223d Aviation Battalion Information Office and 33 were forwarded to the 17th Aviation Group for use in other Command Information media.

2. Section 2. Lessons Learned: Commander's Observations, Evaluations and Recommendations.

a. (U) Personnel. Malassignment of NCO's.

(1) Observation: There are, throughout the 17th Aviation Group, NCO's in the grade of SFC E-7 who are quite probably malassigned.

(2) Evaluation: There are NCO's, 67Z50, with little or no rotary wing experience assigned to rotary wing units. Although the 67Z50 MOS qualifies the individual to perform in either category of aircraft, some doubt exists as to the propriety of assigning a 17 year SFC E-7 out of his experience category. Considering such an assignment, it isn't believed that management can justify attempting to cross train (OJT) in this situation in view of the fact that there are also 67Z50's with rotary wing experience in fixed wing units who fall into the same category. An SFC E-7, 67Z50, properly assigned, is an extremely valuable asset to Army Aviation. However, a poorly assigned one, is of questionable value from the technical aspect.

(3) Recommendation: That the assignment of all NCO's, SFC E-7, 67Z50, be screened by a field grade officer at Group level to assure quality assignment.

b. (C) Intelligence.

(1) XM-76 Sighting System:

(a) Observation: The XM-76 Sighting System, PSN 6650-197-8817, is

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SUBJECT: General Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period ending 30 April 1970

a valuable instrument in the hands of a trained aerial observer. The use of this device enhances the effectiveness of aerial reconnaissance while at the same time reduces the danger of exposure to enemy ground fire.

(b) Evaluation: The O-1 companies of this Battalion have experienced great success in employing the XM-76 Sighting System during aerial reconnaissance missions. The system provides the aerial observer with a gyro stabilized binocular device capable of zooming in on targets thereby eliminating the requirement for low level flight. The system enhances safety by reducing the aircraft's exposure to enemy ground fire. The system requires MWO 55-1510-202-20/6 to be installed on the O-1 type aircraft.

(c) Recommendation: It is recommended that command action be taken to speed delivery of the MWO 55-1510-202-20/6 kits. It has been evidenced that the kits have been on requisition in excess of six (6) months. It is further recommended that all reconnaissance airplane companies in Vietnam be equipped with and utilize the XM-76 Sighting System.

(d) Command Action: The recommendation as stated is forwarded through command channels for considerations.

(c) Starlight Scope in Perimeter Defense.

(a) Situation: Many companies have no equipment to aid in night observation of perimeter defensive wires.

(b) Recommendation: Perimeter defense can be accomplished with the use of starlight scopes. This would aid personnel on guard duty to observe movements at the perimeter when there is sufficient moon light.

(c) Recommendation: That the starlight be issued to companies for use in night defensive positions. It would be advantageous if three (3) rifle mounted starlight scopes and two (2) hand held starlight scopes be made part of the company TOE or be allowed on a one hundred eighty day hand receipt.

(d) Command Action: To coordinate with the base camp security detachment to hand receipt one (1) starlight scope to be used on a trial basis. Also to continue to use flares when additional light is needed.

c. (d) Flares.

(1) Night Flight Clothing:

(a) Situation: During a recent aircraft crash and the resultant

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SUBJECT: Operational Report-Lessons Learned, 203d Aviation Battalion
(Combat), Period Ending 30 April 1970

fire, the pilot of the air craft received injuries from the fire even though he was dressed in Nomex flight clothing, leather combat boots, gloves, and a protective helmet with face shield in the down position. His injuries resulted from his having his Nomex trousers bloused with commercial blousing garters which burned and rode up onto his exposed leg, and his wearing nylon earphone covers on his helmet. These covers melted and caused burns on his ears. In addition, his nylon escape and evasion vest melted from the heat but did not burn through the Nomex shirt.

(b) Evaluation: The wearing of Nomex flight clothing and other protective items saved this aviator from severe burn injuries and possibly death. Equipment Improvement Recommendations (EIR's) have been submitted on the nylon escape and evasion vest and the nylon earphone covers. Had this aviator not had his Nomex trousers bloused with the commercial garters, he would not have received his first serious injury, a four inch third degree burn of the left leg.

(c) Recommendation: It is recommended that the requirement to blouse Nomex trousers be modified to preclude recurrence and that the earphone covers be removed from all flight helmets.

(i) Command Action: Aviation commanders at all echelons should take immediate action to insure that all assigned aviators do not wear nylon earphone covers on flight helmets and have their blousing garters prior to engaging in flight.

1. (U) Organization. None.
2. (U) Training. None.
3. (U) Logistics. Major Repair Parts.

(1) Observation: Aviation units stationed far away from their Direct Support Units lose many valuable hours of aircraft availability when they are required to go DOW for major repair parts.

(2) Evaluation: This problem will be eliminated if outlying companies were authorized to keep major repair parts such as one engine carburetor, and two cylinder jugs on hand at all times.

(3) Recommendation: All outlying companies should be granted the authorization to keep major repair parts on hand, and replace engines at company level at the discretion of the company commander.

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AVBACC-DE

13 May 1970

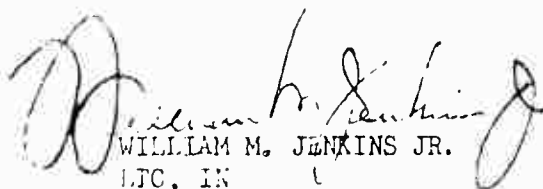
ADJG 223d Operational Report-Lessons Learned, 223d Aviation Battalion
(Gorran), Period Ending 30 April 1970

(4) Command Action: In implementing this procedure, one company coordinated with their Direct Support Unit on the matter. They were advised that supplies were not available in the necessary quantity, however measures were taken to assure response at the first opportunity.

g. (U) Communications. None

h. (U) Material. None

i. (U) Medical. None


WILLIAM M. JENKINS JR.
LTC, IN

5 Incl

1. Unit Strengths
2. Unit Casualties and Awards
3. Operational Statistics
4. Aircraft Status
5. Organizational Chart

DISTRIBUTION

- 2 CINUSARPAC, ATTN: GPOB-DT, APO 96358
- 3 CG, USARPAC, ATTN: AVHGC-DST, APO 96375
- 2 CG, 1st Avn Bde, ATTN: AVBACC-O, APO 96384
- 7 CG, 17th Avn Gp (Cbt), ATTN: AVBACC-SC, APO 96240

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AVBACB-SC (13 May 70) 1st Ind

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223rd
Aviation Battalion (Combat), Period Ending 30 April 1970,
RCS CSFOR-65 (R2) (U)

DA, HEADQUARTERS, 17TH AVIATION GROUP (COMBAT), APO 96240 29 May 1970

TO: Department of the Army (ACSFOR, DA), Washington, D.C. 30310
Commanding General, I Field Force Vietnam, APO 96350

1. (c) This Headquarters has reviewed the attached report, considers it adequate, and concurs with the contents, except as indicated below.

a. Section 1. Operations: Significant Activities.

(1) Personnel.

Non concur with paragraph 1b (4). The authorized military strength figures shown in inclosure 1 are incorrect. The correct figures are shown below.

<u>UNIT</u>	<u>EM</u>	<u>TOTAL</u>
HHC	85	107
18th Avn Co	129	168
183rd Med Det	7	8
183rd Avn Co	89	123
185th Avn Co	89	123
203rd Avn Co	89	123
225th Avn Co	290	331
Bn Total Should Reflect:	582	1130

(2) Logistics.

(a) Non concur with paragraph 1f(3)(b). There are occasions when releases are delayed by transportation. AMMC cannot deal with each battalion on a regular basis. This Headquarters has established liaison with AMMC and will trace EDP's over 7 days old and walk through requisitions for urgent requirement items. Units requiring assistance should contact the Group Maintenance Officer.

(b) Concur with paragraph 1f(3)(c). Units should submit formal request with justifications, through their supporting DSU to AMMC.

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AVBACB-SC (13 May 70) 1st Ind 29 May 1970

SUBJECT: Operational Report - Lessons Learned, Headquarters, 223rd Aviation Battalion (Combat), period Ending 30 April 1970, RCS CSFOR-65 (R2) (U)

Approval will depend upon availability of engineer and be subject to removal validation procedures set forth in 48 CFR 23.

(3) Signal.

Non-concur with the graph itself. The graphed point shows level function and should not be performed at unit cell.

8. Section 8. Research, Development, and Testing, Production, and Recommendations.

(1) Personnel.

Non concur with paragraph 2. The present assignment system is managed by a highly qualified personnel. Assignments are made by NCO. This particular job is an integral part of the job. The present assignments are made to obtain the most optimum and most capable in all units. Assignments predicted in the future will be made in a very way, or fixed wing is considered but cannot always be accomplished without experiencing considerable imbalances or unnecessary turbulence. Unit did not include a command action comment.

(2) Int. Algebra.

will be issued upon receipt of the letter of introduction from the

(b) Labour with personnel (P). The company is still responsible for first aid training and instruction required by command channels. It has been agreed that the company will provide scopes required for personnel.

(1) 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 28. 29. 30. 31. 32. 33. 34. 35. 36. 37. 38. 39. 40. 41. 42. 43. 44. 45. 46. 47. 48. 49. 50. 51. 52. 53. 54. 55. 56. 57. 58. 59. 60. 61. 62. 63. 64. 65. 66. 67. 68. 69. 70. 71. 72. 73. 74. 75. 76. 77. 78. 79. 80. 81. 82. 83. 84. 85. 86. 87. 88. 89. 90. 91. 92. 93. 94. 95. 96. 97. 98. 99. 100. 101. 102. 103. 104. 105. 106. 107. 108. 109. 110. 111. 112. 113. 114. 115. 116. 117. 118. 119. 120. 121. 122. 123. 124. 125. 126. 127. 128. 129. 130. 131. 132. 133. 134. 135. 136. 137. 138. 139. 140. 141. 142. 143. 144. 145. 146. 147. 148. 149. 150. 151. 152. 153. 154. 155. 156. 157. 158. 159. 160. 161. 162. 163. 164. 165. 166. 167. 168. 169. 170. 171. 172. 173. 174. 175. 176. 177. 178. 179. 180. 181. 182. 183. 184. 185. 186. 187. 188. 189. 190. 191. 192. 193. 194. 195. 196. 197. 198. 199. 200. 201. 202. 203. 204. 205. 206. 207. 208. 209. 210. 211. 212. 213. 214. 215. 216. 217. 218. 219. 220. 221. 222. 223. 224. 225. 226. 227. 228. 229. 230. 231. 232. 233. 234. 235. 236. 237. 238. 239. 240. 241. 242. 243. 244. 245. 246. 247. 248. 249. 250. 251. 252. 253. 254. 255. 256. 257. 258. 259. 260. 261. 262. 263. 264. 265. 266. 267. 268. 269. 270. 271. 272. 273. 274. 275. 276. 277. 278. 279. 280. 281. 282. 283. 284. 285. 286. 287. 288. 289. 290. 291. 292. 293. 294. 295. 296. 297. 298. 299. 300. 301. 302. 303. 304. 305. 306. 307. 308. 309. 310. 311. 312. 313. 314. 315. 316. 317. 318. 319. 320. 321. 322. 323. 324. 325. 326. 327. 328. 329. 330. 331. 332. 333. 334. 335. 336. 337. 338. 339. 340. 341. 342. 343. 344. 345. 346. 347. 348. 349. 350. 351. 352. 353. 354. 355. 356. 357. 358. 359. 360. 361. 362. 363. 364. 365. 366. 367. 368. 369. 370. 371. 372. 373. 374. 375. 376. 377. 378. 379. 380. 381. 382. 383. 384. 385. 386. 387. 388. 389. 390. 391. 392. 393. 394. 395. 396. 397. 398. 399. 400. 401. 402. 403. 404. 405. 406. 407. 408. 409. 410. 411. 412. 413. 414. 415. 416. 417. 418. 419. 420. 421. 422. 423. 424. 425. 426. 427. 428. 429. 430. 431. 432. 433. 434. 435. 436. 437. 438. 439. 440. 441. 442. 443. 444. 445. 446. 447. 448. 449. 450. 451. 452. 453. 454. 455. 456. 457. 458. 459. 460. 461. 462. 463. 464. 465. 466. 467. 468. 469. 470. 471. 472. 473. 474. 475. 476. 477. 478. 479. 480. 481. 482. 483. 484. 485. 486. 487. 488. 489. 490. 491. 492. 493. 494. 495. 496. 497. 498. 499. 500. 501. 502. 503. 504. 505. 506. 507. 508. 509. 510. 511. 512. 513. 514. 515. 516. 517. 518. 519. 520. 521. 522. 523. 524. 525. 526. 527. 528. 529. 530. 531. 532. 533. 534. 535. 536. 537. 538. 539. 540. 541. 542. 543. 544. 545. 546. 547. 548. 549. 550. 551. 552. 553. 554. 555. 556. 557. 558. 559. 560. 561. 562. 563. 564. 565. 566. 567. 568. 569. 570. 571. 572. 573. 574. 575. 576. 577. 578. 579. 580. 581. 582. 583. 584. 585. 586. 587. 588. 589. 590. 591. 592. 593. 594. 595. 596. 597. 598. 599. 600. 601. 602. 603. 604. 605. 606. 607. 608. 609. 610. 611. 612. 613. 614. 615. 616. 617. 618. 619. 620. 621. 622. 623. 624. 625. 626. 627. 628. 629. 630. 631. 632. 633. 634. 635. 636. 637. 638. 639. 640. 641. 642. 643. 644. 645. 646. 647. 648. 649. 650. 651. 652. 653. 654. 655. 656. 657. 658. 659. 660. 661. 662. 663. 664. 665. 666. 667. 668. 669. 670. 671. 672. 673. 674. 675. 676. 677. 678. 679. 680. 681. 682. 683. 684. 685. 686. 687. 688. 689. 690. 691. 692. 693. 694. 695. 696. 697. 698. 699. 700. 701. 702. 703. 704. 705. 706. 707. 708. 709. 710. 711. 712. 713. 714. 715. 716. 717. 718. 719. 720. 721. 722. 723. 724. 725. 726. 727. 728. 729. 730. 731. 732. 733. 734. 735. 736. 737. 738. 739. 740. 741. 742. 743. 744. 745. 746. 747. 748. 749. 750. 751. 752. 753. 754. 755. 756. 757. 758. 759. 760. 761. 762. 763. 764. 765. 766. 767. 768. 769. 770. 771. 772. 773. 774. 775. 776. 777. 778. 779. 780. 781. 782. 783. 784. 785. 786. 787. 788. 789. 790. 791. 792. 793. 794. 795. 796. 797. 798. 799. 800. 801. 802. 803. 804. 805. 806. 807. 808. 809. 810. 811. 812. 813. 814. 815. 816. 817. 818. 819. 820. 821. 822. 823. 824. 825. 826. 827. 828. 829. 830. 831. 832. 833. 834. 835. 836. 837. 838. 839. 840.

by a factory to the extent of the available capacity of the factory. Outliving in this sense the term "outliving" is used until availability of engines in the plant and until the plant is authorized.

с. Источники: 1. *История культуры*. М., 1989. С. 100-101.

The authorized letter of _____ dated 12 October 1964 is incorrect. The unit is not authorized to be used by 7th AF by 1st Aviation Brigade (later, dated 12 April 1965, subject: "Air Force Authorization).

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1. (13 May 70) 1st Lt. 2 May 1970
2. Operational Report of the 1st Lt. 2 May 1970, Headquarters, 22nd
3. Prisoner of War, Period Ending 30 April 1970,
4. (13 May 70) (13 May 70)

5. (13 May 70) (13 May 70)

Bill W. Coughlin

BILLY W. COUGHLIN
CPT, AGC
Asst Adjutant

6. (13 May 70) (13 May 70)

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AVFA-66-1131 (13 May 70) 2d Ind

SUBJECT: Operational Report-Lessons Learned, Headquarters, 223d Aviation
Battalion (Combat), Period Ending 30 April 1970, ACS, CLFOR-65 (12)

DA, Headquarters, I Field Force Vietnam, APO S.F. 96350 5 JUN 1970

TO: Commanding General, 1st Aviation Brigade, APO 96354

This headquarters has reviewed and evaluated subject Operational Report-Lessons Learned and forwarding indorsement and concurs.

FOR THE COMMANDER:



ROBERT L. ALDERMAN
Lieutenant Colonel, AGC
Acting Adjutant General

CF:

- 1 - CO, 17TH AVN GP (C), (LESS ORILL)
- 1 - CO, 223D AVN BN (C), (LESS ORILL)

AVBAGC-0 (13 May 70) 3d Ind
SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 30 April 1970

DA, HEADQUARTERS, 1ST AVIATION BRIGADE, AFM 96384 21 JUN 1970

THRU: Commanding General, United States Army Vietnam, AFM: AVBAGC-DBF,
APO SF 71
Commander-in-Chief, United States Army Pacific, AFM: SHOP-OF,
APO SF 558

TO: Assistant Chief of Staff, Materiel Level 1, Department of the
Army, Washington, D.C. 20315

This headquarters has reviewed the Operational Report-Lessons Learned of
the 223d Aviation Battalion (Combat), and concurs with the report, with
the following exceptions:

a. Paragraph 2f(3)(b), page 10: no hour. A revised system for
requisitioning and distributing ALI items was put into effect 10 March 1970,
which has improved EDP response time. ALC has authorized ten walk through
requisitions per day for all units having liaison personnel. The 17th
Aviation Group (Combat) has liaison personnel with ALC.

b. Paragraph 2f(3)(c), page 11: no hour. Engines are ALI items,
which are not authorized for stockage at unit level in accordance with
ALC directives.

FOR THE COMMANDER:



WILLIAM H. PETERSON

1st Lt

US Army

AVHHC 223 (13 May 70) 4th Ind
SUBJECT: Operational Report-Lessons Learned, 223d Aviation Battalion
(Combat), Period Ending 30 April 1970

Headquarters, United States Army, Vietnam, APO San Francisco 96375 1 III

TO: Commander in Chief, United States Army, Pacific, ATTN: GPDP-DT,
APO 96559

1. This command has reviewed the Operational Report-Lessons Learned
1. Period ending 30 April 1970 from Headquarters, 223d
Aviation Battalion (Combat) and concurs with the comments of indorsing
headquarters.

2. Reference is made concerning "Nomex Flight Clothing," page 15, 2c:
Concur. There exists no USARV requirement that the Nomex trousers be bloused;
for aerial flight it is recommended that they not be bloused. The nylon
sweat covers are not standard issue for use with the SPH-4 helmet. These
covers should not be used. This information is being published in the USARV
Aviation Safety Weekly Summary. The nylon survival vest, SRU-21/P, does not
present an unacceptable risk when worn over the Nomex clothing. This head-
quarters is requesting USABAAR to conduct an evaluation of the safety aspects
of the vest. No action by USARPAC or DA is recommended.

FOR THE COMMANDER:



Clark W. Stevens Jr.

Assistant Adjutant General

CFI
HQ, 1st Avn Bde
HQ, 203d Avn Bn (Cbt)


GPOP-DT (13 May 70) 5th Ind (U)
SUBJECT: Operational Report of HQ, 223d Aviation Battalion
(Combat), for Period Ending 30 April 1970,
RCS CSFOR-65 (R2) (U)

HQ, US Army, Pacific, APO San Francisco 96358 **31 AUG 70**

TO: Assistant Chief of Staff for Force Development, Department
of the Army, Washington, D. C. 20310

This headquarters copy of subject report as indorsed.

FOR THE COMMANDER IN CHIEF:



D.D. CLINE

2LT, AGC

Asst AG

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UNIT STRENGTHS AS OF 30 APRIL 1970

1. MILITARY

UNIT	LEFTOVER		WAPRANT		ENLISTED		TOTAL	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 22nd Avn Bn (Cbt)	19	14	3	3	87	86	109	103
18th Avn Co (UA)	15	15	24	15	130	110	169	140
1631 Med Det	1	1	0	0	8	7	9	8
183d Avn Co (UA)	32	16	2	7	90	84	124	107
185th Avn Co (UA)	32	21	2	5	90	87	124	113
203d Avn Co (UA)	32	18	2	5	90	87	124	108
219th Avn Co (UA)	41	19	2	3	104	109	147	131
225th Avn Co (UA)	19	17	22	13	291	295	332	325
TOTAL	191	121	57	51	890	863	1138	1035

2. CIVILIAN

UNIT	DAC		VH		3RD NAT'L		CONTRACTOR	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
HHC, 22nd Avn Bn (Cbt)	0	0	5	5	0	0	0	0
18th Avn Co (UA)	0	0	13	13	0	0	0	0
183d Avn Co (UA)	0	0	10	9	0	0	0	0
185th Avn Co (UA)	0	0	10	9	0	0	0	0
203d Avn Co (UA)	0	0	7	7	0	0	0	0
219th Avn Co (UA)	0	0	8	8	0	0	0	0
225th Avn Co (UA)	0	0	0	0	0	0	0	0
TOTAL	0	0	53	51	0	0	0	0

Incl #1

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UNIT AMALGAMATED 30 APRIL 1970

NAME	UNIT	COMPONENT	COMPONENT	COMPONENT	COMPONENT
OFFICER			1		
WARRANT			4	6	
ENLISTED		1	5	3	4

... from MIA last ...

UNIT AMALGAMATED 30 APRIL 1970

NAME	NUMBER
...	0
...	6
...	1
...	6
...	95
...	2
...	122
...	200
...	2
...	12
...	2
...	4

Incl #2

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Line 1 #3

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0 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

U N I T	SORTIES FROM	TROOPS LIFTED	CARGO LIFTED (KGS)	STRUCTURES		SAFEA'S		AIR DAM	AIRCRAFT DAMAGED	
				DAM	DEST	DAM	DEST			
HHC, 223d Avn Bn	174	200	0.5	0	0	0	0			
18th Avn Co (UA)	3660	774	4.5	0	0	0	0			
183d Avn Co (UA)	3339	0	0	0	0	0	0			
185th Avn Co (UA)	3333	44	12.0	47	103	0	0			
203d Avn Co (UA)	3053	0	3.0	61	165	0	0			
219th Avn Co (UA)	3221	0	0	0	0	0	0			
225th Avn Co (SA)	225	235	7.	0	0	0	0			
T O T A L	18,113	928	34.0	108	268	0	3	31		

AIRCRAFT LOST: 2 C-1D
1 C-1B

AIRCRAFT DAMAGED: 3 C-1D
1 C-1B
20 C-1E
1 OV-10A
1 U-1A

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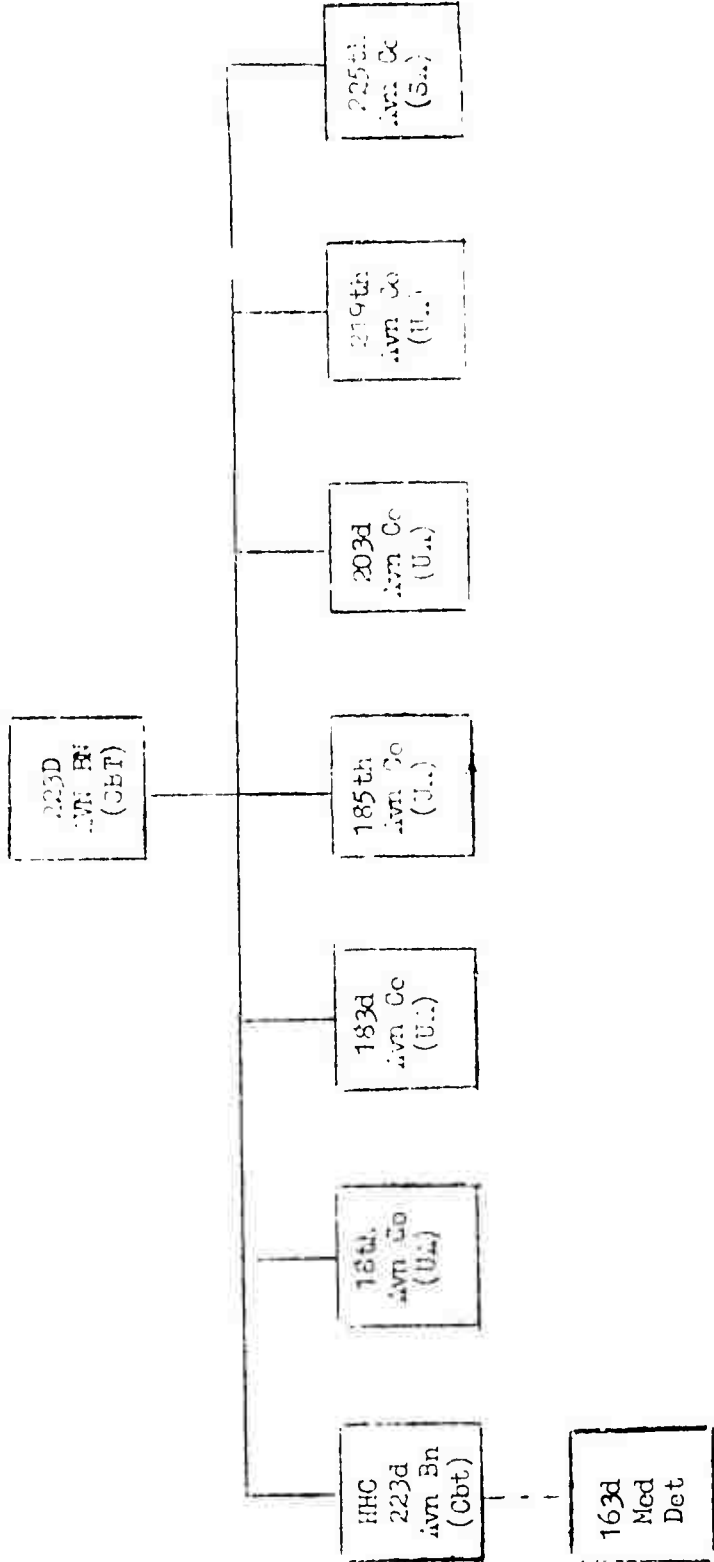
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AIRCRAFT STATUS AS OF 30 APRIL 1970

UNIT	O-1		U-6A		U-1A		OV-1	
	AUTH	O/H	AUTH	O/H	AUTH	O/H	AUTH	O/H
980, 1031 Avn Bn (Clt)	0	0	3	2	0	0	0	0
14th Avn Co (UH)	0	0	0	0	16	16	0	0
16th Avn Co (UH)	24	23	1	0	0	0	0	0
185th Avn Co (UH)	24	23	1	1	0	0	0	0
203d Avn Co (UH)	24	23	1	1	0	0	0	0
219th Avn Co (UH)	32	22	1	1	0	0	0	0
225th Avn Co (UH)	0	0	1	1	0	0	18	18
TOTAL	104	91	8	6	16	16	18	18

In-145

ORGANIZATION CHART



UNIT	LOCATION	APC
*HHC, 223d Aviation Battalion (Combat)	Qui Nhon	96233
18th Aviation Company (Utility Airplane)	Qui Nhon	96233
183d Aviation Company (Utility Airplane)	Dong Ha Thien	96277
185th Aviation Company (Utility Airplane)	San He Thien	96277
203d Aviation Company (Utility Airplane)	Phu Hiep	96311
219th Aviation Company (Utility Airplane)	Phaikou	96311
225th Aviation Company (Utility Airplane)	Phu Hiep	96311
*163d Medical Detachment	Qui Nhon	96311

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